

# NEWSLETTER

## September 2011



### LSWSA Committee 2010/2011

<b>President</b>	Philip Jackson	(h) 3204 9714	<b>Vice Pres/Commodore</b>	John Boetje	(h) 3889 1185
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<b>Juniors Rep.</b>	Craig Gray	(h) 3285 2226	<b>Comm Member</b>	Peter McQuoid	(m) 0435 018 879
<b>Other Committee Members</b>	Ross Church			Greg Chapman	Paul Trotter

### *From the President's desk ...*

My printer is annoyingly churning out page upon page of invoices for our new membership year. The persistent printer drone is really a great reminder and testimony to LSWSA's success as a Club. As we enter the new membership period it is noteworthy that we have over 200 members and continue to grow. What a great effort by everyone. Early indications suggest that our growth will continue at a steady pace.

Two weeks ago LSWSA was host to the Annual Boys Brigade and Girls Brigade Canoe and Kayak race. Forty two competitors from Toowoomba, around Brisbane and up to the Sunshine Coast competed over an eight kilometre course (for some it was 16 km). We had over one hundred visitors enjoying the foreshore. Despite the increased wind in the latter part of the race everyone had a great time.

Elsewhere in this newsletter is a report on the recent Clean Up the River Campaign held in association with Moreton Bay Regional Council. It was great pleasure to be able to work alongside some eager and dedicated paddlers. Normally our paddlers can only be seen at dawn or dusk as the more subtle values of the Lake really shine. But on Sunday we had a great team, an excellent result and an enjoyable time. I hope we can repeat the effort next year.

Commodore Boetje highlights in his report a number of important points associated with our race days. Please read this important safety messages. We don't want anyone hurt or vessels damaged.

The ongoing success of the Club is a combined effort of many people over nearly 35 years. To survive this long in the face of drought and floods is a tribute to the unfailing efforts of our volunteers. But we need more. The three areas where more volunteers would be most helpful are the canteen, Race Coordination and Safety Boat duty. We try to minimise the impact on those that sail and those that want to watch their family. With more volunteers the load on those already doing the work is reduced and they can join their families more often.

Now that I think of it, the call for volunteers leads me into jostling your minds to think about the Annual General Meeting and the election of officers. The AGM is in late October and all positions will be open for election. If you would like to contribute to the running of the Club I would encourage you to talk with one of our committee members and put your name "in the hat".

On a final serious note I need to ask parents to remind children that when using the toilets to not stuff large quantities of toilet paper down the bowl. Recently it has been necessary to have two blockages cleared as a result of wads of toilet paper caught in the system. Not a pleasant job. Our sewage system is self contained and we must look after it.

Happy sailing and paddling....  
*Philip*

## *From the Commodore ...*

### ***Protocols on land & water***

The first event of the 2011/2012 season was a great start to our year ... 23 boats competing plus a number of social sailors, together with 30 students in the Junior training programme. This made the venue a hive of activity, and everybody had a great day..

With so many boats, skippers, support crew etc. crowding the foreshore it has become evident that some cooperation will be required to make the whole system run smoothly. Please take into account the following guidelines

- LSWSA Bylaws state '**Vehicles may only be parked parallel to the waters edge**' This also applies to boat trailers.
- The area where the access road turns to run along the shoreline is the only effective 'way in' for boats coming from the boat park. Please do the best you can to avoid congestion here, and leave clear access for those who wish to move through to the eastern end of the lease.
- Please avoid parking or rigging boats in front of Race Control.
- Please leave clear access in the area above the boat ramp, and a bit of foreshore either side for the safety boat, and those of us with trailerboats.

With spring and summer approaching it will become more attractive to park under the trees in the shade. (but not the tree above the boat ramp!)

Having more vessels on the water will also emphasize the need for a keen lookout. Right-of-way rules that are natural to a racing sailor may not be understood or remembered by new sailors, and it is every skipper's responsibility to avoid collisions.

Juniors in the advanced classes will be starting to race on their own 'mini-course' this season, working towards the time when the Junior Division will be starting with the main fleet ... so keep your eyes open for them. They are being trained to call for right-of-way, and will protest you if appropriate.

### ***Race timing and handicaps revisited ...***

*During the winter season* we have been trialling and reconfiguring a computer-based system for both race timing and event management.

This system has had some major improvements to reduce the amount of manual data entry and to make results available with the least delay.

- Race timing has been simplified to just clicking a button as each skipper crosses the finish line.
- Scoring, handicapping and publishing results have also been simplified to point'n'click
- A start sequence of up to three 'starts' may be pre-programmed for selectable divisions and with adjustable start intervals. Count-down for hooter and flags has visual cues.

We would like to see some more volunteers for race timing ... I will be demonstrating the system one lunchtime soon, so if you would like to be in the midst of it on raceday then come along and check it out. If you are a sailor, you will be automatically assigned average points for any day spent 'sailing the computer'

A few newsletters ago, Peter Bruinsma gave a good definition of how the handicap system works. For **scoring and handicapping**, this new software has allowed more sophisticated processing

For **Club Championship** type events, vessels stay on the same 'yardstick' for the entire series. The software is set to disregard skippers who have more than three DNCs in a series. Scores are recalculated from the beginning each time to encompass variance in DNC numbers and any variance for redress, protest, or yardstick change. Worst score is dropped automatically.

The handicap values for our **A & B Series Handicap** events have never been easily defined. Officially, the Race Officer would nominate a boat that had sailed a 'good race' and that boat's result would be used to calculate the BCYS (handicap) for each of the other competitors. Of course the computer can't make such a nomination, and the previous system simply used the winner's result for this calculation. This gave a reasonably 'fair' result ... one year we had only one point dividing 1<sup>st</sup> & 2<sup>nd</sup> and another point to 3<sup>rd</sup> ... but it resulted in 'yardstick creep' where each skippers handicap always increased.. After discussion with members of the sailing committee, the new software now averages the first three competitors to give a more balanced result.

This information is just for your general interest ... all this 'technical stuff' is hidden, and happens behind-the-scenes with a single button-click. If you would like a more detailed explanation come and talk to me.

Regards, JB. [john.boetje@inet.net.au](mailto:john.boetje@inet.net.au)

### Internet article on apparent wind...

## An Explanation of Apparent Wind by Peter Barrett

An understanding of how an iceboat is able to sail several times the wind speed will help a water sailor understand the difference between real and apparent wind, and associated phenomena.

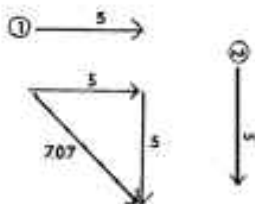
The wind you feel at any instant is the result of the relative motion between you and the surrounding air mass. This is the apparent wind—apparent to you. The fact that both you and the air are moving is immaterial if you can measure the motion of the air relative to yourself. The motion of the air relative to a sailboat is what makes the sailboat go.

The true velocity of either the air or the sailboat is usually unknown and unneeded.

To understand the concept of apparent wind, consider standing still when a 10 mph northerly is blowing. You feel 10 mph of wind from the north. Now consider driving north at 10 mph in a flat calm. You feel the same apparent wind, 10 mph from the north. Now consider driving south at 10 mph when a 10 mph northerly is blowing. You feel no wind; the apparent wind is now zero. If you drive north at 10 mph in a 10 mph northerly, you feel a 20 mph northerly apparent wind.

The concept of adding together arrows representing various parts of the wind you feel is next. If you add the true wind (relative to the earth) and the wind created by your motion relative to the earth you come up with the apparent wind. Arrows are added by drawing them tip to tail, from the start (tail) of the first to the tip (end) of the last is the sum of the arrows.

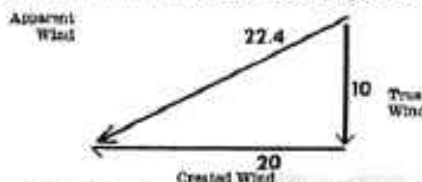
For example: Arrow 1 plus Arrow 2 equals 7.07.



For an iceboat sailing crosswind, say 10 mph east when a 10 mph northerly is blowing, the apparent wind is 14.14 mph at 45 degrees from the front:



The iceboat can use this 45 degree 14 mph wind to accelerate further, say to 20 mph. Now it feels an apparent wind of 22.4 mph only 26.6 degrees off the nose.



The only limit to the speed of the iceboat is the angle of attack at which the sail can continue to provide enough lift to overcome the runner drag (negligible on smooth ice) and wind drag of the hull and runner plank (pretty small on a modern Skeeter, for instance). If we assume that the runner and hull drag is about equal to the airfoil drag, the lift to drag (total) ratio will be 5 to 1 and the top speed on a beam reach in 10 mph of true wind would be around 50 mph.

An interesting thought is that a displacement hull is one of the few objects in nature where the speed potential increases with size. When I tell people how fast a small iceboat will go (over 100 mph), and then mention that the largest iceboat in the world (Bill Perrigo's *Deuce*, 55 feet long and carrying around 600 square feet of sail) is sitting in the parking lot of our sail loft, they invariably ask "how fast will IT go?". The answer is, theoretically no faster than a small iceboat because of the difficulty of achieving the same degree of aerodynamic efficiency in an iceboat that big.

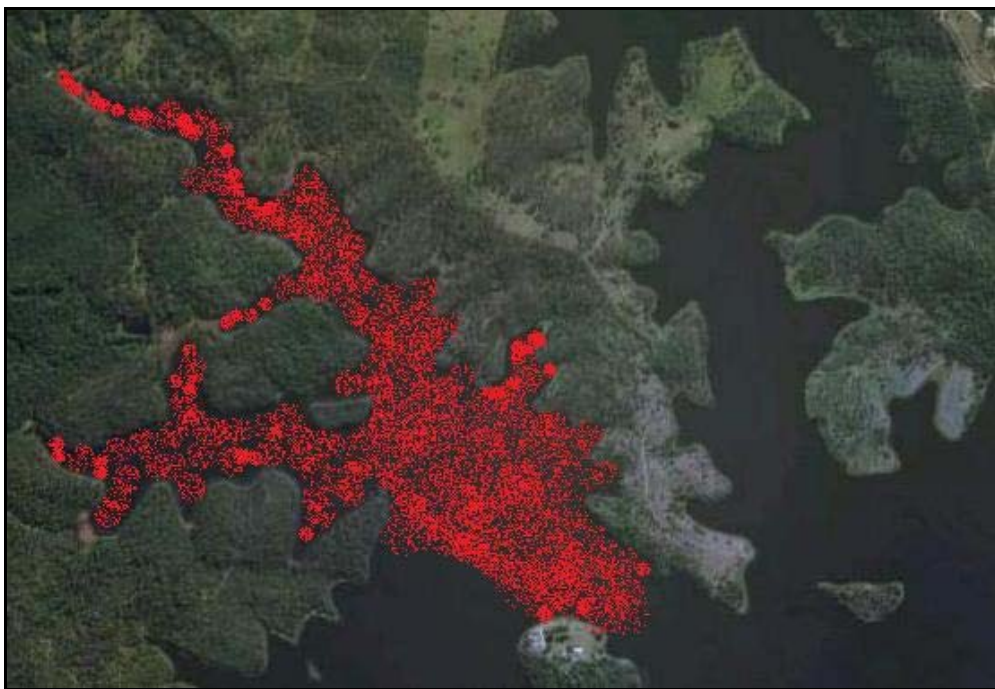
## **LSWSA Kayaks clean up the Lake**

Every year the Moreton Bay Regional Council organises and logistically supports a community clean up of the North Pine and South Pine Rivers.

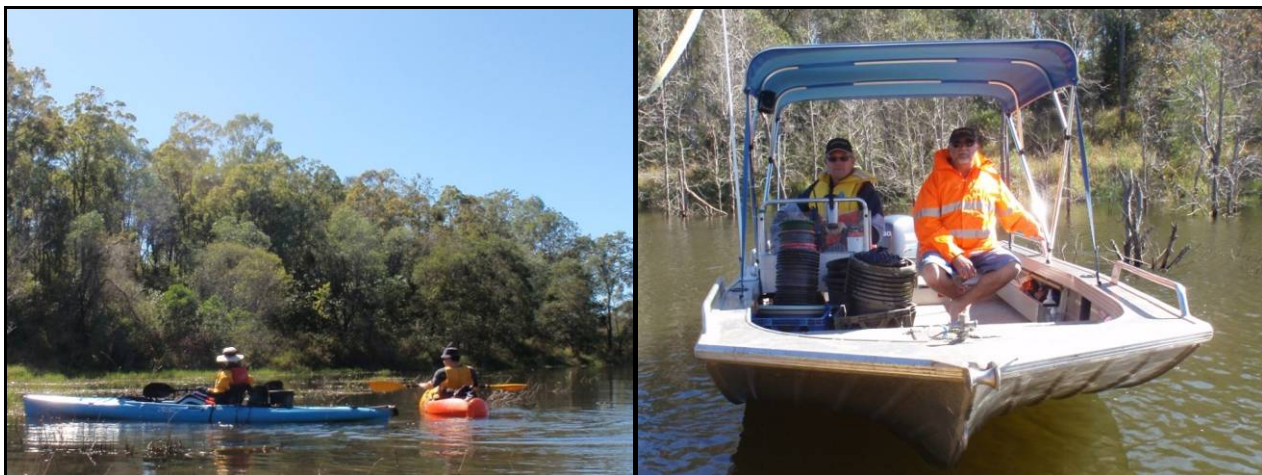
This year the LSWSA to join in this excellent project to help remove the rubbish along the banks of the region's key waterways. We felt (and both the council and SEQwater agreed with us) that it would be worthwhile directing our effort to some less accessible areas within Lake Samsonvale itself. To do this we needed small craft to get into some of the shallow water where rubbish from the January floods may have accumulated.

On Sunday, 11<sup>th</sup> September nine of our paddling and pedalling members set off from near Race Control at 7.30am. They were ably supported by two club members in the club's Safety Boat (to carry back the rubbish that the kayakers collected) as well as Trudy in the canteen to provide our keen "pedaddling" volunteers with a hearty morning tea when they returned to shore.

We chose to clean the inlet and as far as we could navigate up the small creek between the Kobble Creek arm and the North Pine River arm of the lake (i.e. the inlet directly across from Race Control as highlighted in red on the Google map below).



Initially we didn't find a lot of rubbish in the wider and more frequently explored areas of this inlet. Probably because our paddling and pedalling members are generally vigilant whenever they visit the Lake and had already collected quite a lot of plastic containers (some with oil and chemicals still in them) during the first few months following the flood.



## *LSWSA Kayaks clean up the Lake (cont)*

As we progressed upstream, however, we started to find more rubbish which consisted mostly of plastic plant pots of various sizes and colours as well as one plastic container that was partially full of an unknown chemical.



There was some interesting conjecture as to where some of these plant growing pots may have come from but, as they were all empty, we'll probably never know.



By the time we returned for Trudy's excellent spread at 11.00 am some of our members were a little weary from lifting heavy mud-filled pots into our kayaks as well as the 10+ kilometres we covered and the Coffee, Tea, Biscuits, Cakes, and Fruit went down really well.

All agreed that it was a worthwhile project conducted in beautiful weather and that we should plan to support the MBRC again next year for this commendable project which, apart from keeping the Lake's shore in pristine condition, importantly, also removes undesirable rubbish from our drinking water supply.

Many thanks to Mark, Kate, Roger, Ross, Bob, Annette, Dave, Timothy, Trudy, David and Wendy.

## Member profiles ...

**Name:** John Boetje (JB)

**Occupation:** Retired IT nerd.

**When first joined LSWSA:** 2002

**Positions held at LSWSA:** Previously Membership Secretary, Newsletter Editor & Webmaster, presently Vice President / Commodore / Race Officer



**Age when first tried sailing:** About age 7

Fascinated by the theory of sailing, I sewed a triangular piece of cotton canvas on Mum's old Singer, then roped a crossed pair of planks beneath an inflated truck tube ... improvised rudder at the back, broomstick mast at the front...and sailed Corio Bay!

**What do you remember about that first experience:** Being exhilarated by being able to sail at all, but bitterly disappointed that despite the theory I couldn't get the rubber tube to go to windward.

**What boats have you sailed on:** Inextricably linked to sailing location ...

- Late 60's, Lake Illawarra, a scow Moth and a VJ skiff complete with sliding hiking plank and pocket-handkerchief spinnaker ... great 'training' boats, one mistake and you're in the gutter!
- 70's, Fairbairn Dam (Emerald) where the winds were so light & fickle the 'triangle' was about 150 metres across! We hauled the skiffs interstate, but spent a lot of time swimming home pushing them in front ... both wooden boats, they were finally eaten by termites! My first multihull was **very** strange ... originally built by students as an experimental 'A class' and subsequently widened to 3.1m with a big jib added ... wouldn't point and almost uncontrollable in any breeze, but really powered along in the light stuff. This boat was aluminium & foam, termite-proof.
- 80s & 90s Maryborough, Tin Can Bay & Great Sandy Straits with a Caper Cat Did some formative crew work on a Cole 27 fin keeler.
- 2000 on, Brisbane. Started restoring a rather decrepit Trailer-Tri 18. Started sailing at LSWSA on an old wooden A Class, which self-destructed, then a Nacra 5.2 which was a great boat but too heavy for me to launch & retrieve unaided. Moved up to an early foam/kevlar A class. With work on the Trailer-Tri stalled due to work commitments we bought a Windrush 600 to enter the Bay to Bay, and have successfully campaigned this boat at the lake and in various passage races.

**Which boat are you presently sailing:** We have recently bought a second Trailer-Tri 18 in much better condition, to be launched very soon.

**Are you the competitive type or social sailor:** A bit of both, really. I just enjoy the active dynamics of sailing and love to visit new places under sail. Competitive events give a different focus and interest if you are sailing in familiar waters

**Any tips for other lake sailors:** For me it was most difficult to assess the variable wind patterns that are typical of lake sailing. Watch your telltales, watch for wind patterns on the water, feel the breeze on your face, be prepared to make drastic course changes if necessary to keep your sails drawing and maintain hull speed. Most of all have fun!!

*Editor footnote: member profiles is a new imitative to introduce LSWSA members to the wider sailing/kayaking community. The Newsletter Editor intends to publish two profiles in each newsletter, one "long time member" and one "newbie". So please support this idea if asked for your profile detail.*

## **LSWSA member profile**

**Name:** Ross Church

**Occupation:** Retired

**When first joined LSWSA:** 2009

**Positions held at LSWSA:** Committee member 2010/2011

**Age when first tried sailing:** 58 (I wish I'd tried it 40 years earlier)

**What do you remember about that first experience:** Even though it was an extremely simple craft to sail (a "Hobie AI"), I forgot to lock down the rudder and sailed/pedalled around in circles for 15 minutes before I worked out what was wrong (of course my wife and several strangers were watching with much amusement from the shore)

**What boats have you sailed on:** "Hobie AI", "Weta".

**Which boat are you presently sailing:** A "Weta" at Lake Samsonvale and a "Hobie AI" around Redcliffe Peninsula. For an overview of these craft see; <http://www.wetamarine.com/aus.html> and <http://www.hobiecat.com.au/sailing/adventure-island/>

**Are you the competitive type or social sailor (please expand on):** I started off as a socially sailing senior citizen but the Editor of this "gossip rag" talked me into joining LSWSA and racing my little "Hobie AI" trimaran. After 12 months of getting in the way of the faster boats (i.e. every other boat on the course) and not having enough time to eat lunch between races, I felt strangely compelled to start spending lots of money to improve my performance. I now absolutely love it when I occasionally win a race plus I fervently try to avoid attending any other function on a LSWSA race day. Does any of that make me competitive?

**Any tips for other lake sailors:** (i) If, during a race, I appear to be tangled up in ropes and completely out of control then I probably am and should be given a wide berth (ii) Never follow me on the race course as I usually have absolutely no idea why I am going that way

**Other Hobbies:** Kayaking and Fishing

**Interests:** Volunteer work with PRFMA (Pine Rivers Fish Management Association) which includes stocking native freshwater fish in the Pine Rivers area, running fishing training courses for children and disabled people and, in conjunction with MBRC (Moreton Bay Regional Council), breeding and distributing small native fish to help control mosquito populations in local ponds and dams.



*"Out Of Control"*

*Extra photos from Clean up Lake day 11 Sept*



*Annette Grant having a crate time*



*Ross Church going potty*



*The Editor on the hunt*

*Photos from 4 Sept start of Summer Series*



*Peter McQ in new boat*



*Hobie Hussle*

*Photos courtesy of Phil Jackson*



*Throw crew overboard*



*Start of the Summer Series 2011-2012*